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stering is Anything  
But Fun.

There has been a particularly hard winter for the lobster fishermen and a great deal of money has been lost through the smashing of traps and the loss of lobster fishing gear by the fierce storms that have ravaged the Maine coast, says a writer from Matinicus Island to the Portland Express Advertiser, but the natives of these island settlements are not easily discouraged and they fully expect to recoup their losses and come out ahead of the game this spring.

The population of Matinicus and Cribhaven is about 260. All of the men are either fish catching or are engaged in some store and farm. The inshore fishermen use small power boats from 20 to 30 feet long and the ones who fish eight and ten miles from the island use auxiliary galleys, mostly from 30 to 40 feet, equipped with motors

from six to 15 horse power. All of the larger boats and many of the smaller ones are also equipped with auxiliary hoisting engines. The power boats will average in price from \$300 to \$500 and the sloop boats from \$500 to \$1200, all being very nice boats. They lobster fish here the year around, excepting the close time which is in August and September, during which time they paint and repair, build traps, etc. It is a very busy time the first of October and when one is trying to beat the other in getting his pots out. They usually make the largest stock in October, averaging from \$300 to \$500 per ton. The largest catch known to the island is \$55 in one day.

#### Bait Is Scarce.

From the time they start, the first of October to the first of December, they fish from 15 to 30 fathom warps and then they lengthen out into deep-water, from 45 to 60. There are a great many this year who haven't had much lobster bait, some have none at all, the like of which has never been known before.

As for accidents and narrow escapes they are happening all the time. At last November 29th, about dark, a young fellow, Raymond Tolman by name, was coming from Cribhaven to Matinicus, got in back of Wheaton's land, which adjoins Matinicus at low tide, his engine stopped and being very near shore his boat struck the rocks. His anchor took hold. The wind was east, blowing very hard and the boat was being blown overboard. The boy doesn't really know himself how he got out, he says he remembers the boat going over him and something striking him on the head, but finally after a hard struggle he got ashore, exhausted and nearly frozen. He made his way up the island to the one dwelling, they got a crowd and went around, but his boat was all in pieces in that short time. It happened within 200 yards of the Harbor Mouth. It is mighty hard luck for the young boy, he just starting in lobstering this fall, with a brand new 26 foot long, equipped with a five horse power engine, costing him \$450. No doubt he will have another as his first is good.

Very often a man loses his propeller and occasionally breaks a crank shaft, but they have always been very fortunate, someone being near, so that they do not take such things seriously.

#### Some Other Mishaps.

Another fellow had an accident a short time ago, his starting handle broke the tiller of his boat, driving

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it through the planking in the bottom. He was two miles from the island and this time no boat was near. He was obliged to use his voice and bawl very strenuously, it being moderate; a man on the island heard him and went and towed him in. Previous to this he sang tenor in the church choir, but is now obliged to sing bass.

Another time two men spent the day and night out in the fog with a broken cylinder head.

Some of the older men tell of Will Grant, a former lightkeeper at Matinicus Rock, starting to row to Matinicus in a southeaster, a distance of five miles, capsized his boat, righted her and baled her out, swam and got his oars and proceeded on his way, arriving at his destination safely. They do say this man was like a fish in the water.

I remember another man who had three motors within a year, the first two blowing up, caused from a crank base explosion, the material being so light it could not stand. The first time came very near injuring the man, the cylinder blowing right out of the engine box, but the exhaust pipe holding threw the cylinder after by the wheel. The man said if the exhaust pipe had broken the cylinder would have no doubt struck him.

Colossal is the only word that de-

#### Rode Out Gale.

Last winter a young fellow in a sloop, rode out a northwester down back of the "Wooden Ball," three miles from the island. People were greatly worried about him, but he got home

safely. It was very uncomfortable for him, as he had no fuel, it being the first of January. It is indeed strenuous here in the winter; everything iced up and frozen hard, but still they are all happy and enjoying life. The easterly storms are very bad here in the winter. The harbor and wharves being on the east side, were entirely exposed to these storms and considerable wharf property and boats have been lost, but since the breakwater, which was built during the summer of 1911, by P. H. Doyen of Portland, everything is well protected.

Last winter there was a stranger in the harbor, by the name of Carter, a man and his boy. It came on a storm and thinking he would come to the wharf on the high tide for a better chance to lay, he got his anchor, started his motor and got his dory painter caught in the wheel. Before he could get sail on her she went ashore. The boy was nearly drowned getting out. He was a poor man, his boat being all he had, no other home. The people of the island got up a purse of \$100 to help him get another boat.

#### About Ground Fish.

Something about ground fish now. Very few caught by the natives excepting during the spring when they seine pollock. The cod and haddock are caught by trawlers and handliners from in shore; mostly sold to the Gorton-Pew Fisheries Co., who have a plant here. The Fish Company pays out about \$10,000 per season for fish caught here.

There are no wealthy people here, but they all have enough and are independent. Their homes are not elaborate but comfortable, some having hot and cold water and baths. The island is a very pretty place to live, the center of it being level and good farm lands. With a good hotel it would make an ideal summer resort. For the benefit of those who do not know Matinicus is 18 miles from

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Rockland, south by east and nine from Vinalhaven, Cribhaven being due south one mile, where F. S. Rhodes of the firm Rhodes Bros., Boston, has a very beautiful summer home.

The steamer W. G. Butman of Rockland makes three trips a week during the spring and summer months and two trips during the winter.

## SOME MORE GOOD HADDOCK STOCKS

Two more nice stocks were realized from the big fares landed at Boston this week. Sch. Sylvania, Capt. Jeff Thomas, one of the high liners of the fleet stocked \$3250, from which each of the crew shared \$76 clear to a man.

Capt. Henry Curtis of sch. Mary F. Curtis stocked \$2160 from his haddocking trip, each man sharing \$55 apiece.

Capt. Tony Brown of sch. Flora L. Oliver, one of the Portuguese fleet, also did well, his recent haddocking trip bringing the craft a \$2000 stock.

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## HEAVY RAINS KILLED LOBSTERS

Fresh water and the extreme cold temperature of the salt water in the harbor caused by the recent gales and rain storms have destroyed from \$10,000 to \$12,000 worth of lobsters along the waterfront at Portland. This discovery was made when the lobstermen visited their cars and found many of the crustaceans dead and others dying.

Several of the dealers immediately ordered towboats and had the cars towed out into the harbor, where the water was clean and not so cold as that in the docks and it was undoubtedly this act that saved the loss from being much larger.

Around 8000 of the lobsters were killed during the past few days and the dealers are congratulating themselves that their entire stock was not spoiled. The ice has been formed in the docks around the harbor now for several days and the temperature of the water has been lower than it has for some time.

This, coupled with the severe weather experienced recently which turned up the mud in the harbor and sent fresh water into the cars, was the cause of the slaughter. All day Wednesday men were at work removing lobsters and sorting out the dead and live ones.

Coming as it does, with lobsters so scarce, the happening will not tender to lower the price of lobsters any and it will take a long time before the lobsters which were killed will be replaced, as the fishermen are reporting an unusual scarcity in this kind of fish.

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TONS OF FOOD WASTED.

#### Expert Declares That Whale Meat Is Good.

"If the American and European people could be educated to the point of eating the canned flesh of animals which individually yield as much as 80,000 pounds of meat, what a wonderful food supply would be within the reach of the poor of our great cities," writes Roy Chapman Andrews to the National Geographic Society.

He predicts that as a result of the world hunt for the monarch of the seas now going on in full blast, the commercial extinction of the large whales within a very few decades is inevitable.

Except in Japan, he says, great portions of the flesh of the animals, which is palatable and healthful, is now going to waste or being used for fertilizing purposes.

"Few people realize that the blue or sulphur bottom, whale found in all our oceans is not only the largest animal that has even existed on the earth or in its waters," writes Mr. Andrews.

"Specimens have been measured which reached a length of 87 feet and in all probability weighed as much as 75 tons. These animals, like most of the 'whalebone whales,' usually feed on minute crustaceans, a shrimp about three-quarters of an inch long.

"Probably no cetacean has such wonderful strength as have the blue whales. When I saw a blue whale with a harpoon between the shoulders, drag a ship with engines at full speed astern through the water almost as though it had been a rowboat, I began to listen to the stories of their incredible strength with more respect.

"The finback, closely related to the blue whale, has been called the 'greyhound of the sea,' for its long, slender body is built on the lines of the racing yacht and the animal can equal the speed of the fastest steamship.

"In the upper portion of the head of the sperm whale is an immense oil tank in which the valuable 'spermaceti' is found in liquid condition and from which it may be dipped with a bucket. From a sperm whale 60 feet in length which was sent from Japan, 20 barrels of spermaceti were taken out of the 'case' and the surrounding fat. The sperm whale is the animal which yields ambergris, the valuable substance used so extensively in the manufacture of the best perfumes."

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#### Another Big Stock.

Sch. Elsie, Capt. Al Reynolds arriving at Boston, Wednesday from a haddocking trip, made the fine stock of \$2490. The crew shared \$69.40 net as their part of the proceeds.

#### Going Off Shore.

A number of the Portuguese haddocking fleet which have been engaged in shore fishing during the winter, are sitting out for off shore trips.

#### Saladin Was at Pensacola.

Sch. Saladin was at Pensacola last week with 30,000 pounds snappers and 5000 pounds groupers.



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# SHORE BOATS ALL PUT BACK

**But Sch. Arethusa Kept On  
for Fishing Grounds  
Despite Storm.**

No arrivals were reported up to noon today. There were no sailings, the shore boats all returning, while most of the gill netters are tied up inside. Sch. Arethusa, which sailed haddocking, kept on her course and did not return.

The gill netters had a poor day of it yesterday, some of the boats having as low as 100 and 200 pounds.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. R. J. Killick, gill netting, 200 lbs. fresh fish.

Str. Venture gill netting, 300 lbs. fresh fish.

Str. Dolphin, gill netting, 1000 lbs. fresh fish.

Str. Medomak, gill netting, 2500 lbs. fresh fish.

Str. Ethel, gill netting, 1300 lbs. fresh fish.

Str. Sunflower, gill netting, 1000 lbs. fresh fish.

Str. Alice, gill netting, 750 lbs. fresh fish.

Str. Quoddy, gill netting, 1600 lbs. fresh fish.

Str. Randolph, gill netting, 500 lbs. fresh fish.

Str. Quartette, gill netting, 1200 lbs. fresh fish.

Str. Lorena, gill netting, 560 lbs. fresh fish.

Str. Mystery, gill netting, 400 lbs. fresh fish.

Sch. Benjamin A. Smith, via Boston.

Sch. Frances P. Mesquita, via Boston.

Sch. Jeanette, shore.

Sch. Harriett, shore.

Sch. Leonora Silveria, shore.

Sch. Edith Silveria, shore.

Sch. Mabel W. Sennett, via Boston.

Sch. Russell, shore.

## Vessels Sailed.

Sch. Arethusa, haddocking.

Sch. Mary F. Sears, haddocking and returned.

Sch. Jeanette, haddocking and returned.

Sch. Priscilla Smith, haddocking.

Sch. Russell, haddocking.

## TODAY'S FISH MARKET.

### Salt Fish.

Handline Georges codfish, large, \$5.75 per cwt.; medium, \$4.75; snappers, \$3.50.

Eastern halibut codfish, large, \$5.00; medium, \$4.50.

Georges halibut codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums, \$2.00; snappers, \$1.50.

Haddock, \$2.00.

### Fresh Fish.

Splitting prices:

no Haddock, \$1.15 per cwt.

East. cod, large, \$2.25; medium, \$2.00; snappers, 75c.

Western cod, large, \$2.50; medium, \$2.15; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.15.

Cusk, large, \$2.00; medium, \$1.50; snappers, 50c.

Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring, \$3.50 per bbl.

Newfoundland pickled herring, \$4.50 per bbl.

Newfoundland frozen herring, 3 1-2c per lb.

Fresh halibut, 10c per lb. for white; 7c for gray; 3c for old.

# FEW VESSELS MAKE THE DOCK

**Big Storm Today Means Possible  
Famine and Higher  
Prices Tomorrow.**

Four fresh fares supplied the morning's market at T wharf, Boston, this morning. The steam trawler Ripple brought in the largest trip, her haul being for 35,000 pounds and 1000 weight lemon sole.

The sailing fleet consisted of schs. Mary C. Santos, Jorgina and Helen B. Thomas with small fares.

Wholesalers paid \$3 to \$4.75 a hundred for haddock, \$4.50 for large and \$3 for market cod, \$3.50 to \$7 for hake and \$2.50 for cusk.

## Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Mary C. Santos, 14,000 haddock, 800 cod.

Sch. Jorgina, 5000 haddock, 3000 hake.

Sch. Helen B. Thomas, 2500 haddock, 11,000 cod, 11,000 hake.

Str. Ripple, 35,000 haddock, 500 cod, 1000 lemon sole.

Haddock, \$3 to \$4.75 per cwt.; large cod, \$4.50; market cod, \$3; hake, \$3.50 to \$7; cusk, \$2.50.

# NEW FISH PIER OPENS MARCH 15

T wharf, the headquarters for the wholesale market fish buyers at Boston will soon be a thing of the historical past, that is as far as its present use is concerned, for within a very few weeks, the various stalls will remove to the new pier at South Boston, which is nearing completion.

The dealers expect to commence to move about the 15th and preparations are now being made with that end in view. The new dock will be the largest and most modern of the fish marts of the world when ready for occupancy.

The big freezer at the land end of the pier will be completed about midsummer, when it is expected that the fish dealers will have about 100 tons of ice daily in excess of what will be used on the pier and fleet combined. It is expected that they will sell the ice to the public in competition of the various Boston ice companies.

# FISH MEN OPPOSE SEAMEN'S BILL

**Sections Limit Quarters on Vessels  
Means Smaller Crews—Board of Trade  
Takes Up Matter by Letter  
With Cong. Gardner.**

Local fishing interests are opposed to the proposed Seamen's bill, now pending before Congress and to that end, Secretary Richard W. Freeman of the Board of Trade has taken up the matter with Congressman Gardner at Washington, who is going into the matter thoroughly to ascertain just what would be beneficial to the fishermen and seamen and what would be against their interests in the event of the passage of the measure.

Several weeks ago, Secretary Freeman wrote to Congressman Gardner, at the request of the local owners. The bill is somewhat complicated in its details and the Congressman says he is in doubt as to what extent the fishermen and whalers, the latter's interests which are being looked after by Congressman Thacher of the Cape District, should be exempted. A copy of the bill has been forwarded to the Board of Trade for advice as to what position the organization thinks that Mr. Gardner should take in the matter.

One of the chief matters opposed here and elsewhere is that provision which limits the quarters on board of a vessel. If the bill should go through as it now stands, it would work great hardship and limit the number of men on board of a vessel, a well known owner claimed today. This would work to a great disadvantage especially among the bankers and those carrying large crews, where the number of men would have to be materially reduced, it is claimed.

It is likely that the local interests will familiarize themselves fully with the contents of the bill, so that the various details to which they are opposed can be brought to the attention of the Congressman.

## Congressman Gardner's Letter.

Mr. Gardner's letter to Secretary Freeman reads as follows:

March 2, 1914.

My dear Mr. Freeman:—Referring to your letter of January 29th, 1914, in which you suggest that fishermen and whalers should be exempted from the provisions of the Seamen's Bill, I am sending you a copy of that measure for further advice as to the position which the Gloucester Board of

Trade thinks that I ought to add I note in your letter that you that Congressman Thacher of Committee is taking hold of the matter in the interests of the fishermen and the whalers. I have talked Mr. Thacher and I find that there grave doubt in his mind, as there in my own, to what extent fishermen and whalers ought to be exempt from the provisions of the Bill.

You will observe that Senate the Act in question is entitled, "Act to promote the Welfare of American Seamen in the Merchant Marine of the United States, etc." This has been called to my attention, a wise piece of legislation by the men's representative, and has received a qualified endorsement from the ton Chamber of Commerce.

You will observe that by the of the proposed measure, fishing whaling vessels are already exempt from Section One. You will observe that anyone who is employed on a vessel is exempted from Section Two.

Please look the Bill over and tell me what other sections think ought to be modified in the of fishermen and whalers.

Of course, I shall be glad to see any change which is for the benefit of the fishing industry as a whole. I think you will agree with me it would be unwise to exempt men from clauses in this law are especially devised for the protection of seamen.

Section Seventeen by the drew myself, and Senator Lodge cured its adoption when this Bill was before the Senate on 2nd, 1913. Section Seventeen drafted as to permit the United States to defray the cost of maintenance and transportation of fishermen are discharged through illness in Newfoundland or Nova Scotia.

In my opinion there will be considerable change made in the requirements for vessels.

Very truly yours,

A. P. Gardner

(Signed) P. S. I should have been taken up this matter with ident Carroll of your Board of when he was in Washington. Unfortunately the only knowledge of his presence was derived from the newspapers.



# NATIVES TO HELP SAVE POTOMAC

## Counsel Gould With Bay of Islands Fish- ers Will Try Dynamite—Craft Is Now 25 Miles Out in the Gulf.

Dynamiting the ice floe will be at-  
tempted to save the naval Potomac  
fast off Bonne Bay, N. F., and  
yesterday an expedition headed by  
United States Consul Gould at Curling,  
made up of six native fishermen  
for the scene.

During the past two days stiff  
easterly gales have carried the ice  
floe in which the tug was pinned out  
to the gulf, and when last reported  
it was 25 miles from Cowhead at  
the entrance of Bonne Bay.

Fishermen at Curling believe that  
there is a chance of rescuing the tug,  
the expedition can reach her in time  
to blow up the ice before it crushes  
her beneath the heavy mass.

Newspaper dispatches state that  
fishermen and firemen of the Potomac  
are still on board and so far as is

known were carried out into the gulf  
Tuesday, but here it is not generally  
believed that the men would have tak-  
en any chances in remaining aboard  
after she had been abandoned by the  
commander and crew.

Boatswain M. J. Wilkinson, First  
Officer L. H. Cutting, Chief Engineer  
J. C. Hines and 29 of the crew of the  
Potomac, passed through St. John, N.  
B. Thursday on their way to New  
York. Wilkinson, who was in com-  
mand of the tug, said it was only after  
they were convinced that there was  
no possible way of getting her out of  
the ice before provisions ran short  
that they abandoned her.

Those who passed through St. John  
were in good physical condition, but  
five others suffering from frostbite  
were left behind at Bonne Bay. They  
are expected to follow their comrades  
in a few days.

## Favor Passing Dogfish Bill.

A big petition representing the wa-  
ter front of Portland, signed by whole-  
sale and retail lobster and fish dealers,  
fishermen, outfitters and business  
men, has been mailed to Senator  
Johnson praying that Congressman  
Hinds and the Maine delegation join  
hands with the delegations of as  
many other State Congressional dele-  
gates as possible, to lay the matter of  
rescinding the "adverse decision" of  
the Bureau of Fisheries on the pas-  
sage of the Johnson bill No. 1868, which  
provided for the practical conser-  
vation and preservation of our na-  
tional and State sea and shore fisher-  
ies by elimination and fertilizer uti-  
lization of the dog fish and other shark  
species devouring said fisheries."

Captain Elisha O. Leavitt of Card's  
Island, near the bridge at  
Curling, solicited the signatures.  
The fishermen and wholesale lob-  
ster and fish dealers. Captain Leavitt  
said the signers appear to think now  
that it is both wise and necessary to  
keep lobsters from two inches to ten  
inches long, already hatched by the  
fishermen themselves, from being de-  
stroyed by the dogfish, as it takes  
five years for a lobster to grow  
to market or legal size on the coast  
of Maine.

Out the shark species," said  
Leavitt yesterday, "that is the cry  
of the lobster and fish hatch-  
eries in the sea."

## Portland Fishing Notes.

The barometer registered low yes-  
terday morning about the time the  
fishing fleet set forth for the grounds,  
and as a result there were few arrivals  
in port. The Wesley G. Sennett was  
the only schooner which took excep-  
tions to the barometer and set forth  
for the grounds returning with about  
10,000 pounds. Two steamers arrived  
in port, however, Wednesday, and they  
were the Elthier with about 3000  
pounds and the Mustado with about  
the same amount. The sloop Archau-  
te came into the harbor with 3000  
pounds on board.

The ice which has been clustered  
around the Portland shores in the har-  
bor for the past two days broke loose  
Wednesday afternoon, and as a result  
around 4 o'clock the harbor was once  
again filled with thawing ice there,  
being just enough to practically stop  
all traffic by the smaller boats, and  
bothering the larger boats to quite an  
extent. The recent rainfall, however,  
has diminished the ice quite a bit and  
it will not be long before the last of  
the ice will be seen floating out of the  
harbor.

## Another Fish Buying Firm at Canso.

There promises to be at least an  
addition of one to the number of fish  
buyers in Canso, N. S., during the  
coming season. The Portland Pack-  
ing Co. are to be open for trawl and  
line fish in future in addition to the  
buying and packing of lobsters, which  
has been their sole line during the  
past at least in this place.

## Davis of Maine and His Fight for Dogfish Extermination



THAT there is no dogfish and  
shark menace to our fisher-  
ies, provided Congress will  
adopt Senate bill S. 1868, is  
my firm belief. There is  
food for thought in the story of a so-  
far fruitless fight carried on for 11  
years by Charles E. Davis of Portland,  
Me., to secure recognition from Con-  
gress for what he claims is the only  
practical way of saving our food-  
fisheries from ultimate destruction by  
dogfish and other sharks. Davis is  
obsessed with his self-imposed labor  
of love. But Davis is not a crank. He  
has put what he estimates to be \$10,-  
000 worth of time and money into an  
uphill, discouraging struggle to con-  
vert the Bureau of Fisheries to his  
way of thinking; or, failing of conver-  
sion, to induce it at least to abandon  
its hostility to his plan and give him,  
as he puts it, "a chance to show the  
country my goods."

The present Commissioner, Hugh M.  
Smith, as his predecessor did, with-  
holds the word of approval which  
would give Senate bill 1868 a fighting  
chance for life. But whether eventu-  
ally he wins or loses Mr. Davis will  
be fighting until the echoes of the last  
gun have died away.

## Putting Sharks to Work on the Farm.

Epitomized the Davis plan is this:

Put Uncle Sam in charge of the sit-  
uation.  
Pay the fishermen a bounty of from  
two to five cents for each dogfish or  
other shark, or not less than \$8 per  
ton of 2000 pounds.

Erect from 25 to 100 reduction works  
along the North Atlantic coast at given  
locations between Eastport and  
Cape Hatteras.

Make annual government appropri-  
ations sufficient to maintain and op-  
erate the reduction works and pay the  
dogfish bounties.

Operate the reduction works for a  
period of not less than from June 1  
to November 1 each year.

Have the reduction works sell the  
fertilizer obtained from the reduction  
process to only the bona fide farmers  
and planters of the United States.

Mr. Davis claims the fish fertilizer  
contains 10 to 12 per cent. nitrogen  
and six to eight per cent. bone phos-  
phate and that it is far superior in  
soil-enriching properties to the finest  
chemical fertilizer.

His original proposition was to sell  
the fertilizer to the farmers for \$20 a  
ton, or about half what they pay for  
the best chemical product. Now,  
however, he inclines toward a smaller  
charge, being convinced that Uncle  
Sam could afford to give the fertilizer  
to the agricultural interests because of  
the tremendous dividends that would  
be returned in one way or another to  
the country and its people through  
the saving of its valuable food fisher-  
ies. There should be a sufficient  
number of Federally operated collect-  
ing boats to receive the dogfish and  
sharks and deliver them to the reduc-  
tion works.

There, shorn of minutiae, is the Da-  
vis plan. The scientists of the Bureau  
of Fisheries pronounce it impractica-  
ble. Ninety-nine out of every 100

fishermen believe it is the only method  
by which the food fisheries of the  
North Atlantic can be saved from total  
extinction. But here is the story:

## Davis, Fisherman, Artist and Fighter.

Mr. Davis is a man now approaching  
60. He was born near Cape Porpoise,  
Me., and has lived on or by the wa-  
ter all his life. He has had practical  
experience in every branch of the  
fisheries industry, and is the inventor  
of a so-called liquid lobster bait used  
with considerable success in Lower  
Casco Bay. He is a clever pen and  
ink artist, paints excellent marine and  
still-life views in oils or water col-  
ors and is an expert photographer. An  
immense panoramic view of Casco  
Bay, 30 feet long and three feet high,  
done in oils by Mr. Davis, occupies a  
prominent position in the waiting  
room of the Casco Bay Steamboat  
Company at Portland and has been  
studied with interest by thousands of  
summer tourists to Maine from all  
parts of the country. For the past  
quarter century he has conducted a  
summer souvenir store at Orr's Is-  
land in Lower Casco Bay. From there  
and from his winter headquarters in  
Portland he has carried on alone his  
fight for the fishermen and the fisher-  
ies. And absolutely without one par-

ticle of personal gain. Should his  
dream come true his only benefit would  
come from a mental complacency that  
he certainly has not known since he  
constituted himself the white hope of  
the food fisheries.

## The Day of the Dogfish.

One perfect August morning back in  
1903 Mr. Davis was on his way to the  
Orr's Island boat landing when he no-  
ticed that many of the young native  
fishermen were lounging around smok-  
ing their pipes, hands in pockets, ap-  
parently with nothing in view more  
serious than to wait for the sounding  
of the dinner bell. Accosting one of  
them, John Henry Green, Mr. Davis  
said, "What's the matter with you fel-  
lows today, Cap'n John? Why aren't  
you off to the fishing grounds with  
such a perfect chance? When I was a  
young man and going hand-lining or  
trawling, you bet you wouldn't have  
found me loafing around with the sea  
smooth as a pond."

"Huh! Mr. Davis," retorted Cap'n  
John, "guess you don't know much  
about what we fellers are up against  
these days. What's th' use of wastin'  
time and gasoline outside? Th' dog-  
fish are so thick you can't get a lead  
to bottom. Lose more fish and gear  
than th' game's wuth!"

Thereupon followed a discussion of  
the subject. One by one other fish-  
erman joined the two and added their  
testimony in corroboration of John  
Henry Green's story. And then and  
there did Charles E. Davis constitute  
himself champion of the fishermen. He  
told them he was going to look into  
the thing and devise some means of  
lessening the dogfish evil to a point  
where at least profitable fishing could  
be resumed. When he came to under-  
stand the immensity of the menace to  
the food fisheries he immediately

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reached the conclusion that Uncle Sam was the only one who could supply the remedy. It was too big a thing for individual accomplishment.

### The Beginning of the Battle.

So he called a mass meeting of fishermen and on September 27, 1903, on a little beach at the southerly end of Orr's Island, addressed a dozen or more picturesquely dressed men and outlined his plan. It was to forward a petition to Washington praying for relief from the dogfish evil and suggesting the remedy. That petition was a miniature of the present Senate bill S. 1868. It called for a five cent bounty, reduction works at fishing points and Federally operated vessels to collect, and contained 22 carefully prepared reasons why Uncle Sam should reduce the dogfish and sharks and sell the fertilizer to the farmer at cost. Captain A. A. Green took the petition, and although Orr's is the second largest island in Casco Bay, with a population of several hundred people, at the end of a week practically all the adults there, male and female had affixed their names to the document. Mr. Davis then saw to it that the Maine and Massachusetts papers were informed and the movement received considerable newspaper publicity.

Mr. Davis next went to Boston, where he interested Captain James C. Gannon of the schooner *Elsie Rowe*, one of the T wharf fishing fleet. Captain Gannon agreed to get signers from Eastport to New Jersey to a monster petition. He did it all right and it fell upon Mr. Davis to arrange the names by states and see that the proper congressmen received them and filed them with the House Fisheries Committee.

### A Returned Manuscript.

Mr. Davis had his fighting blood up now, so he decided to spend his own time and what money he had in "the cause." He wrote to Congressman William S. Greene of Massachusetts as to the proper method of procedure. The Congressman Greene replied that a bill must be drafted. As nobody on the House Fisheries Committee volunteered Mr. Davis did it, although it was new and unfamiliar work for him. Evidently it fell below the congressional literary standard, for it was returned with thanks and an intimation that more of the author's works would be gladly read.

Mr. Davis knew the late Congressman Charles Q. Tirrell, so he called at upon him, and between them a satisfactory bill was evolved which proved acceptable to the critical Washington readers. Congressman Tirrell introduced it in March, 1904. It was referred to the House Fisheries Committee.

### Fishing Hamlets Paid the Carfare.

or Congressman Tirrell continued his interest in the subject and wrote Mr. Davis that there would have to be a hearing with testimony by a delegation of those who favored it, to the effect that the legislation called for in the bill was an actual necessity. The Congressman added that the delegation should be a representative one and number in its personnel practical fishermen from many coast towns who could give intelligent and reliable information as to the ravages of the shark family upon the food fishes. A rather discouraging feature of this

was that delegates must pay their own bills. As few coast fishermen had \$100 to spare for a Washington junket, the dogfish matter again hung fire. Mr. Davis bought a fresh supply of postage stamps and stationery and busied himself. He wrote letters to every fishing hamlet between Eastport and New Jersey, to see if the townspeople would appropriate money and send delegates. To this Cutler, Stonington, Orr's Island, Me., and Long Branch, N. J., agreed.

About this time, Representative McIntire of Gloucester took a hand and in the Massachusetts Legislature introduced a resolution appropriating \$5000 to help the Davis cause. The resolution was passed unanimously, and was signed by Governor Guild. A memorial was also adopted by the Massachusetts legislature approving the Davis-Tirrell bill. Massachusetts spent its \$5000 in accumulating a mass of information upon dogfish and their habits that embodied in a printed report the testimony of over 500 fishermen. This was in 1905, and furnished the strongest kind of evidence that the shark family was destroying the fisheries, and that the future of the fisherman's occupation depended upon some immediate method of stopping the wholesale destruction.

### \$400,000 Lost to Massachusetts Annually.

Congressmen Tirrell and Greene of Massachusetts and Littlefield of Maine secured a date in March, 1906, for a Federal hearing. To this Governor Guild sent delegates armed with the formidable Massachusetts report, which, among other things, showed that the loss to the gear and to the food fish of Massachusetts from the ravages of the dogfish amounted to over \$400,000 annually.

Mr. Davis tendered a personal letter from Minister Prefontaine of the Canadian Department of Marine and Fisheries, suggesting that if there could be co-operation between the United States and Canada in an adoption of the bounty and reduction works plan it might be mutually advantageous. An addendum recommended that the letter be read at the hearing as indicative of Canada's approval of the plan. Canada was then experimenting with reduction works as a result of the original Orr's Island discussion of the situation. An Ottawa gentleman passing a vacation at the Maine resort became interested in Mr. Davis' petition, and when he returned to his home he offered the idea to the Department of Marine and Fisheries, where it met instant approval.

### Canada's Experience.

For a number of years now Canada has operated reduction works at three points along its coast. Political changes have interfered with the entire success of the plan or its further development. Instead of paying the proposed Davis bounty of \$8 a ton this was cut to \$6 and later to \$4 a ton. At this figure it does not pay the fishermen to make any special effort to catch the dogfish, although they take what comes their way in the natural order of the day's fishing. Under these conditions it is hardly to be expected that the Canadian Government finds its reduction plants financially successful, although limited as the number and handicapped as they are because of the small bounty they have paid Canada enormous dividends

in the conservation of its food fisheries. Intimate friends of the late Minister Prefontaine say that he no more expected direct financial dividends from dogfish reduction works than the State of Massachusetts expects direct financial dividends from its costly warfare against the gypsy moth pest.

Commenting upon the Government investigations that were carried on at Woods Hole, Massachusetts, Irving H. Field, author of a report made to the Bureau of Fisheries, says: "The results of examinations of 388 specimens will show not only that the smooth dogfish is destructive to crustaceans in general, but that it is particularly the enemy of the valuable American lobster. About 16 per cent. of the 388 fishes contained lobster in varying quantities, from a leg or chela up to two whole lobsters measuring as much as seven inches in length."

### Dogfish Becoming Acclimated.

In the region of Buzzard's Bay, where the experiments were performed, the Government investigators stated that a conservative estimate of the number of dogfish thereabouts for at least 20 weeks in the year was 100,000. After a careful study of the digestive tracts of the 388 dogfish experimented upon, it was found that in order for 16 per cent. of the smooth dogfish continually to contain lobster material, that number would have to take on, on the average, a lobster twice each week. To quote: "Sixteen per cent. of 100,000 x 2 equals 32,000, which would represent the number of lobsters consumed per week by 100,000 dogfish. Since these fish are common in Buzzard's Bay for not less than 20 weeks of each year, we would then have 20 x 32,000 equals 640,000, the minimum number of lobsters probably destroyed in Buzzard's Bay during one season by this agency."

The report states further that the number of dogfish just off the eastern Maine shores probably runs up into the hundreds of millions or perhaps billions. And this was in 1907 when it was supposed that the dogfish were a nuisance for about 20 weeks in the summer time. How much they have multiplied since then cannot of course be known. What is certain, however, is that each year they are becoming more and more the master of the fishing situation. And what is particularly startling is that instead of being a summer menace only, the dogfish are becoming acclimated, so to speak, accustomed to the cold waters of the winter North Atlantic and are remaining the year round!

### What the Dogfish is Good For.

Mr. Field declares that utilization is the solution of the problem. The livers are rich in oil and are one of the most valuable products of the dogfish. The skeleton and fins are cartilaginous and rich in glue. The fertilizer manufactured from the flesh and offal is rich in properties that make it ideal for the rapid growth and increased size of all crops. According to recent information from the Canadian Deputy Minister of Marine and Fisheries, about eight tons of dogfish are usually required to produce one ton of fertilizer. From this amount about 60 gallons are produced. The scrap is worth in the vicinity of \$25 per ton, and the oil was quoted the first of February at from 26 to 30 cents per gallon.

There is no attempt to deny that each year finds the dogfish multiplying at a startling rate, while the sup-

ply of all kinds of food fishes grows scarcer and scarcer. Yet to exterminate the pests by paying the fishermen a bounty, the Bureau of Fisheries announces, as futile as paying a bounty for English sparrows. The American people refuse to accept them as an article of food, thus creating a market and solving the problem. When, then, is the conclusion—that Uncle Sam proposes to abandon the country's valuable food fisheries to the annihilating scavengers of the sea? Or has he something better than the Davis plan as embodied in Senate bill 1868?—Boston Transcript.

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## THE FUTURE OF SABLE ISLAND

Sable Island, that unaccounted bit of desolation some three hundred miles southeast of Nova Scotia, a record at Lloyds of two hundred wrecks in seventy-five years. The island is in color almost that of surrounding waters, even in weather. The shifting currents and unmake shoals and bars, until sailors have inhabited it with a malignant spirit. The life of the island, however, said to be a limited one and one authority states that only a swinging light will mark the spot where now some 40 persons live. In a report recently received from the Federal Government, it is stated that Sable Island had, in the past 50 years, decreased in area from two and one-half miles to one and that now only a few feet mark the altitude that once reached to two hundred feet, while the island's forty miles of length have been eaten by the Atlantic. Three lighthouses have been built on the island, and now thousands of shrubs are being planted. If possible, the erosion of the ground is among the greatest of which the world has heard. knows little.—Port Hawke's Journal.

### Yarmouth Fish News.

The Loran B. Snow was in port yesterday with a fare of \$0.000, which was offered here. As early and no word had been received from Boston as to the resumption of the steamship service, the local fishers would not buy and she sailed.

The Albert J. Lutz and the M. Smart are in Digby with 100,000 pounds each. While on Bank, Capt. Longmire, of the schooner, boarded an abandoned three-masted schooner.

The Dorothy G. Snow is also by with a good fare. On the last week she spoke the sailing Star, on Brown's Bank, and hauled for 10,000 pounds.—Times.